

In the Claims

1. (original) Aircraft passenger seat with seat components such as a seat part, backrest (3), and at least one console (1) which forms an armrest and which laterally borders the seat part, with a receptacle for a plate (9) which is articulated to (1) by way of an positioning mechanism (11) and can be positioned by the latter out of a neutral position recessed in the console (1) and into a partition position which extends the lateral boundary of the seat part up and which has been moved upward out of the console (1), and out of the partition position into a horizontal position which forms the table surface, characterized in that the positioning mechanism (11) as the support for the plate (9) has an arm (17) which is connected to the console (1) to be pivotable around a first axle (23) and a second (27) which includes a right angle with it, of which the first axle (23) is configured to be stationary on the console (1) and runs horizontally and perpendicular to the main plane of the console (1), and that the plate (9) is movably supported on the assigned end of the arm (17) for the displacement motion which runs in the direction of the second axle (27).

2. (original) The aircraft passenger seat as claimed in claim 1, wherein the arm (17) is lengthened on its end assigned to the console (1) by an extension (19) which is articulated to the arm (17) to be pivotable around the second axle (27).

3. (original) The aircraft passenger seat as claimed in claim 2, wherein the extension (19) is connected to the console (1) to be pivotable around the first axle (23).

4. (currently amended) The aircraft passenger seat as claimed in ~~one of claims 1 to 3~~, characterized by a spring configuration (25) which pretensions the arm (17) for a pivoting motion around the first axle (23) for purposes of extending the plate (9) out of the console (1), and by a controllable locking means (13, 31, 33, 35) for detachable fixing of the plate (9) in the neutral position.

5. (currently amended) The aircraft passenger seat as claimed in claims ~~3 and 4~~, wherein the spring configuration has a helical torsion spring (25) which generates torque on the extension (19) of the arm (27) and which is located on the first axle (23).

6. (currently amended) The aircraft passenger seat as claimed in claim ~~4 or 5~~, wherein the locking means has a movable locking member (13) which is pretensioned by spring force (29) into the blocking position and which can be moved by a cable pull (31) out of the blocking position which can be actuated by a control element (35) located on the console (1).

7. (currently amended) The aircraft passenger seat as claimed in ~~one of~~ claims 1 ~~to 6~~, wherein the movable support of the plate (9) on the end of the arm (17) is formed by two straight guide rails (37) which are located on the plate (9) and which run at a mutual distance from each other in the displacement direction, and by guide bodies (39) which are guided in the guide rails (37) and are located on the arm (17), of which at least in one guide rail (37) there are two configured at a distance from each other.

8. (original) The aircraft passenger seat as claimed in claim 7, wherein the guide bodies on the arm (17) are guide rollers (39) and the guide rails on the plate (9) are profile strips (39), the profiled shape of which rigidly guides the guide rollers (39) in the displacement direction and secures them against lifting out of the guide rails (37).

9. (original) The aircraft passenger seat as claimed in claim 8, wherein the guide rails (37) are mounted on a turntable (41) which is rotationally connected to the plate (9).

10. (currently amended) The aircraft passenger seat as claimed in ~~one of~~ claims 1 ~~to 9~~, characterized by a second plate (43) which as an additional partition behind the other plate (9) in the area of the backrest (3) and headrest (5) can be extended out of the console (1) into a partitioning position which is swiveled up.